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Town of
FREMONT

**MUNICIPAL FACILITIES PLAN
AND
PUBLIC IMPROVEMENTS PROGRAM**

OCTOBER, 1978

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TOWN OF FREMONT

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MUNICIPAL FACILITIES PLAN
AND
PUBLIC IMPROVEMENTS PROGRAM

PREPARED FOR THE
TOWN OF FREMONT, NORTH CAROLINA

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OCTOBER, 1978

MUNICIPAL FACILITIES PLAN
AND
PUBLIC IMPROVEMENTS PROGRAM

TOWN OF FREMONT

PART ONE

THE MUNICIPAL FACILITIES PLAN: AN INVENTORY AND ANALYSIS

	<u>Page</u>
I. INTRODUCTION	1
II. FREMONT: AN OVERVIEW	
Profile	2
Population	2
Future Land Use	4
III. MUNICIPAL FACILITIES INVENTORY AND ANALYSES	
Town Hall	7
Police Protection	10
Fire Protection.....	12
Rescue Squad	18
Public Works	
Water Supply	21
Sanitary Sewer	27
Electrical Distribution	40
Streets and Storm Drainage	44
Refuse Collection and Disposal.....	48
Town Garage.....	51
Town Cemetery.....	52
Schools.....	54
Library.....	55
Recreation.....	57

PART TWO

PUBLIC IMPROVEMENTS PROGRAM

I. INTRODUCTION	60
II. IMPROVEMENTS SCHEDULE	60
III. RECENT FISCAL HISTORY	61
IV. PROJECT SCHEDULE	64



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TABLES

	<u>Page</u>
I. FREMONT POPULATION TRENDS, 1930 - 2000	4
II. MUNICIPAL FIRE PROTECTION CLASSIFICATIONS AND DEFICIENCY POINTS.....	13
III. MUNICIPAL WELL CAPACITY.....	21
IV. GROUND WATER SUPPLY ANALYSES, WAYNE COUNTY.....	23
V. PROJECTED WASTEWATER FLOWS AND WASTE LOADS	34
VI. PEAK LOADS, FREMONT ELECTRICAL SYSTEM, 1975-1977.....	40
VII. NET PROFITS, FREMONT ELECTRICAL DISTRIBUTION SYSTEM, 1969-1977.....	41
VIII. METHODS OF REFUSE COLLECTION--A COMPARISON	49
IX. SUMMARY OF EXPENDITURES, TOWN OF FREMONT, 1976-77 to 1978-79	62-63

ILLUSTRATIONS

	<u>Page</u>
I. EXISTING LAND USE	<u>3</u>
II. LAND DEVELOPMENT PLAN	6
III. EXISTING COMMUNITY FACILITIES	9
IV. EXISTING AND PROPOSED WATER SYSTEM	26
V. EXISTING AND PROPOSED SEWER SYSTEM	27(a)
VI. EXISTING AND PROPOSED SANITARY SEWER SERVICE AREAS	33

THE INFORMATION IN THIS DOCUMENT WAS
PREPARED THROUGH A GRANT FROM THE DEPART-
MENT OF HOUSING AND URBAN DEVELOPMENT
UNDER THE URBAN PLANNING ASSISTANCE
PROGRAM OUTLINED IN SECTION 201 OF THE
HOUSING ACT OF 1949, AS AMENDED.

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PART ONE

THE MUNICIPAL FACILITIES PLAN: AN INVENTORY AND ANALYSIS

INTRODUCTION

FREMONT: AN OVERVIEW

Municipal facilities are important components of a city and are major elements which add to the quality of urban life. These facilities, often referred to as "public facilities" or "community facilities," are owned or operated by the municipality for the benefit of the community. These facilities include such items as the town's administrative facilities, water supply system, sewer system, street and storm drainage systems, and educational, cultural, and recreational facilities.

Due to the significant financial costs associated with the provision and maintenance of municipal facilities, it is vital that a community periodically evaluate its facility needs and formulate plans for any required facility improvements or expansions. For this reason, it will be the purpose of this report to evaluate Fremont's community facilities and determine the town's future needs. In addition, this document will also include a suggested public improvements program which can be followed by the town in identifying its future capital expenditure needs. For convenience, the Public Improvements Program will be divided into two phases. Phase I will include the five-year period from 1979-80 to 1983-84, while Phase II will consider the following ten-year period from 1984-85 to 1993-94.

Through the use and continuous updating of the information contained in this document, the Town of Fremont will be better able to identify its current and future municipal facility needs and schedule improvements accordingly. The town will thus have additional time to examine various alternatives which may be used to finance facility expenditures and insure that these expenditures are made in a timely and efficient manner and in line with the town's needs and development goals.

The purpose of this chapter of the Fremont Municipal Facilities Plan and Public Improvements Program is to present a brief review of the Town of Fremont including its location, population, and economic characteristics. The primary source of information for this chapter was the Sketch Land Development Plan: Town of Fremont, which was prepared in 1976 by the Planning and Management Division of the Neuse River Council of Governments.

Profile

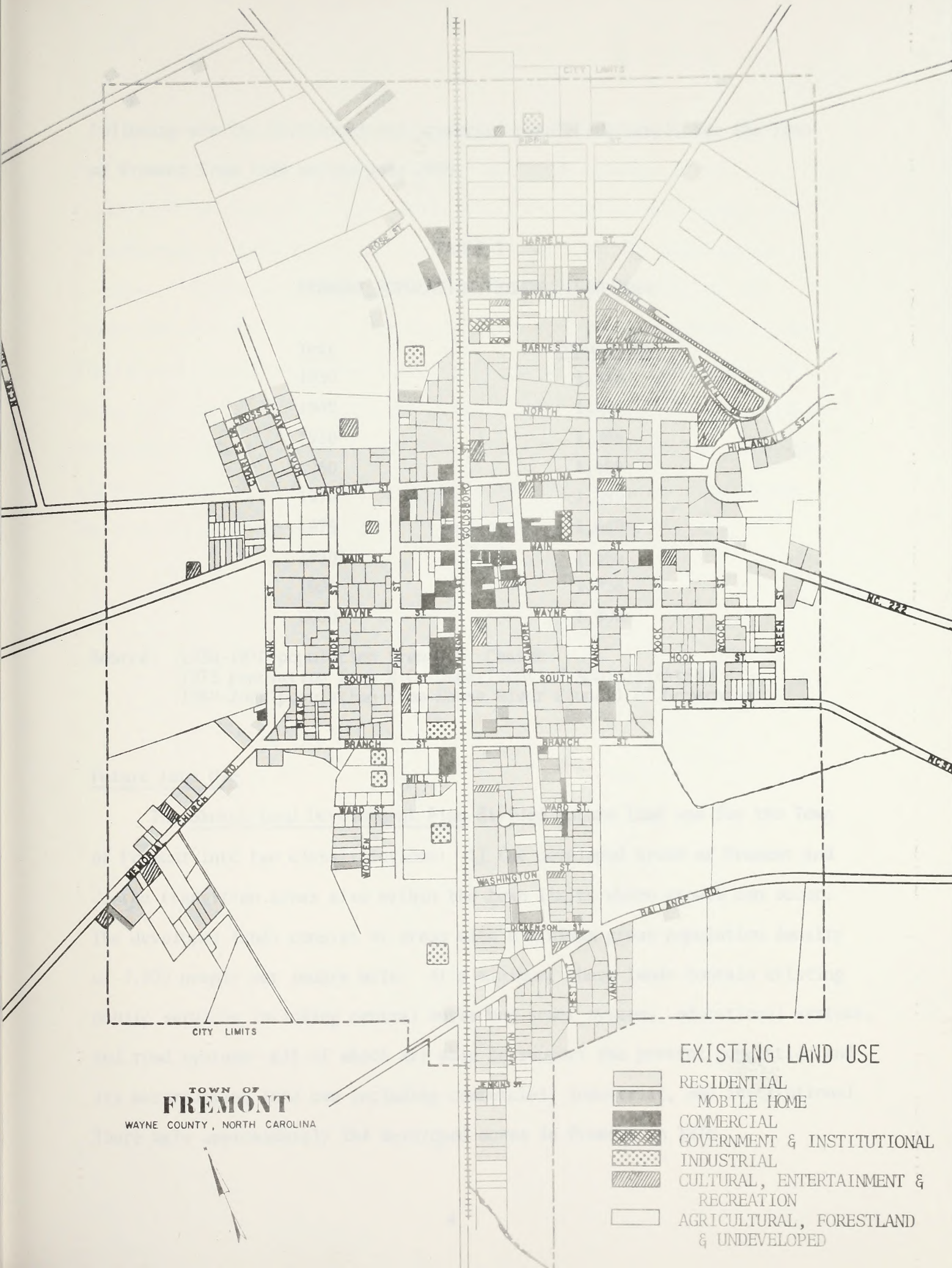
The Town of Fremont is located in the north central part of Wayne County at the junction of U.S. 117 and N.C. 222. The town is approximately twelve miles north of Goldsboro and fourteen miles south of Wilson.

Fremont has a total area of 978 acres. Of this total, approximately 202 acres are residential, fourteen acres are commercial, thirty-seven acres are in public/semi-public use, eleven acres are industrial, and 714 acres are undeveloped or vacant. (See Illustration I.)

Population

The population of the Town of Fremont increased between 1930 and 1960 with the exception of a small decline which occurred during the decade from 1930 to 1940. The 1970 population of 1,596, however, was a slight decrease from the 1960 high of 1,609. This decrease should be viewed only as a stabilization of the town's population, rather than a trend towards significant population loss. According to estimates prepared by the N.C. Department of Administration, Fremont's population stood at 1,640 in 1975.

Projections prepared by the Neuse River Council of Governments indicate that Fremont can expect slight population increases to the year 2000.



Following are the historical and projected population levels for the Town of Fremont from 1930 to the year 2000.

TABLE I
FREMONT POPULATION TRENDS, 1930-2000

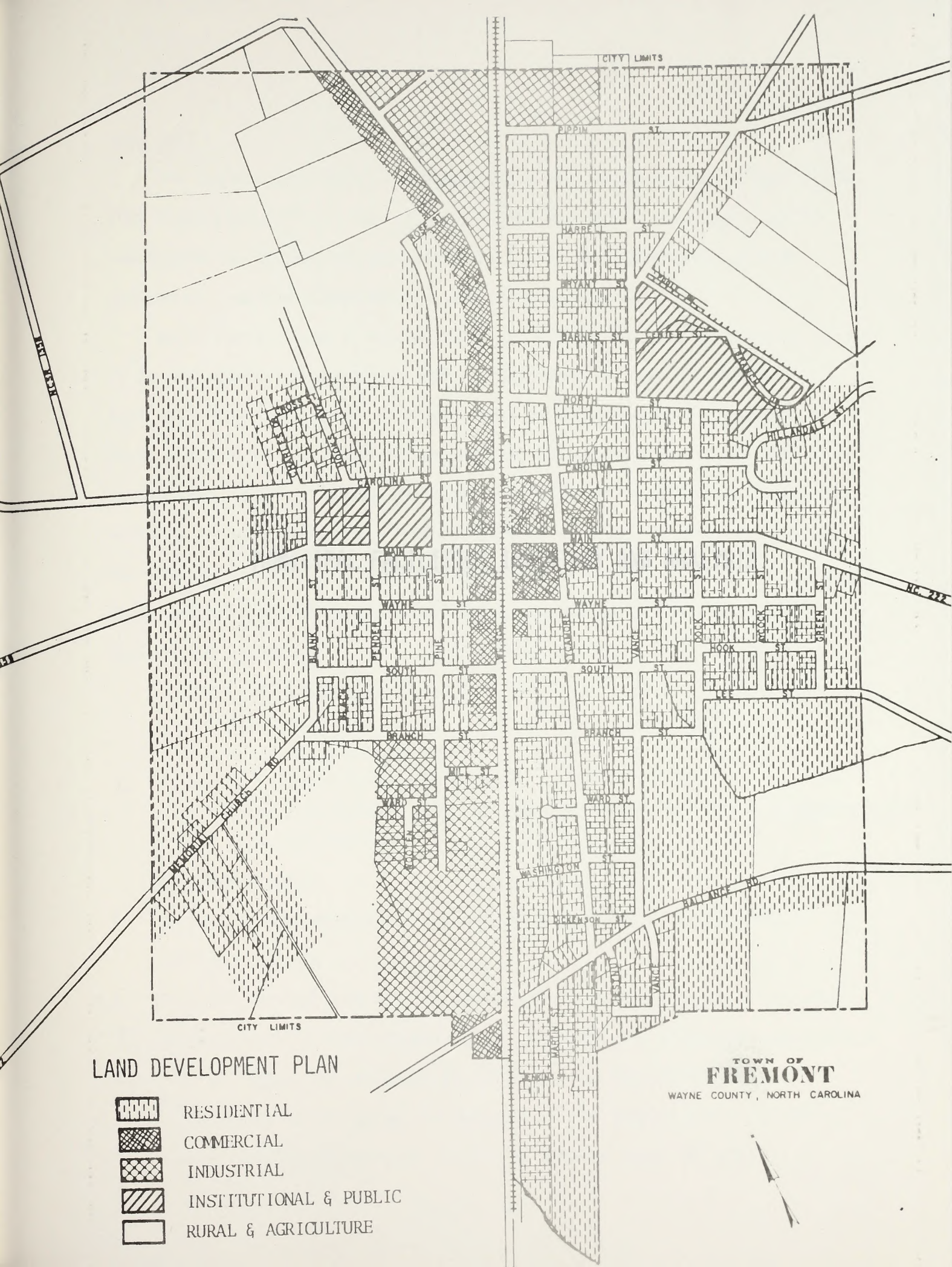
<u>Year</u>	<u>Population</u>
1930	1,316
1940	1,264
1950	1,396
1960	1,609
1970	1,595
1975	1,640
1980	1,666
1990	1,736
2000	1,806

Source: 1930-1970 population from U.S. Census
1975 population from N.C. Department of Administration
1980-2000 population from Neuse River Council of Governments

Future Land Use

The Sketch Land Development Plan divided future land use for the Town of Fremont into two classifications: 1) the developed areas of Fremont and 2) the transition areas also within the town limits where growth can occur. The developed lands consist of areas with a minimum gross population density of 2,000 people per square mile. At a minimum, these lands contain existing public services including central water and sewer systems, educational systems, and road systems--all of which are able to support the present population and its accompanying land use including commercial, industrial, and institutional. There were approximately 264 developed acres in Fremont in 1976.

Transition areas, for purposes of the Land Development Plan, were considered as all remaining lands within the corporate limits. The Transition Classification identified lands where moderate to high density growth that is permitted by local regulation will be provided with the necessary public services. The projected population growth will be accommodated in the transition area of Fremont. These lands are all within the current corporate limits, and establishing priorities for development of certain areas over other sections was not believed necessary at the time, according to the Land Development Plan. All land within the town limits of Fremont is, therefore, given equal opportunity for development under existing zoning regulations. The Fremont land Development Plan is indicated in Illustration II.



LAND DEVELOPMENT PLAN

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL & PUBLIC
-  RURAL & AGRICULTURE

TOWN OF
FREMONT
WAYNE COUNTY, NORTH CAROLINA



The Town Hall is a single story structure located on Main Street
between the City Hall and the Police Department. The building is
owned by the Town and is used by the Town Board, the Police
Department, the Fire Department, the Town Engineer's Office,
the Town Clerk's Office, and the Town Treasurer's Office.

Since the building is currently located in the central business district,
it is important for the town to make sure that the building is
maintained in good condition. Part of the building's facade has
to be replaced due to severe damage, and the structure's electrical system is
outdated. Also, the lack of parking near the Town Hall also pre-
sents a problem. However, a 15-space parking area was recently created near
the Town Hall.

MUNICIPAL FACILITIES INVENTORY AND ANALYSIS

Other deficiencies in the Town Hall which were noted by town officials
during the inventory:

- Lack of a dedicated work area
- Lack of storage
- Lack of adequate storage space
- Lack of a public meeting area
- Lack of a large meeting room for meetings of the Town Board or Commissioners
- Lack of public restrooms

Recommendations

1. The town should immediately conduct an inspection of the building's
electrical system.
2. Since the street in front of the building is used for parking, the town
should consider the following alternatives:
 - a. Apply an architect to determine the feasibility of
(1) redesigning the exterior of the town hall as a center
for public meetings and storage space and parking in

Town Hall

The Fremont Town Hall is a single-story structure located on Main Street. (See Illustration III.) The building houses the police department and town administrative offices including the tax collection department, utility department, and the community development administrator.

While the building is conveniently located in the central business district, it is inadequate for the town's needs. According to town personnel, the building's roof is in need of repair, part of the building's facade has had to be replaced due to loose mortar, and the structure's electrical system is inadequate. Until recently, the lack of parking near the Town Hall also presented a problem; however, a 22-space parking area was recently opened near the Town Hall. This has relieved the parking problem to a significant degree. Other deficiencies in the Town Hall which were cited by town personnel include the following:

- lack of a suitable work area
- lack of privacy
- lack of adequate storage space
- lack of a police interrogation area
- lack of a large meeting room for meetings of the Town Board of Commissioners
- lack of public restrooms

Recommendations

1. The town should immediately conduct an inspection of the building's electrical system.
2. Since the present town hall is inadequate to meet the needs of the town, the Town Board of Commissioners should consider the following alternatives.
 - a. Employ an architect to determine the feasibility of:
 - (1) re-designing the interior of the town hall in a manner which will provide additional storage space and provide an

improved work atmosphere for the town's employees, or
(2) making additions to the town hall in order to provide additional work area and storage space.

- b. Develop plans to construct a new town hall which could house the town administrative offices and the police department.

In developing plans and considering the location of a new town hall, the following elements should be considered:

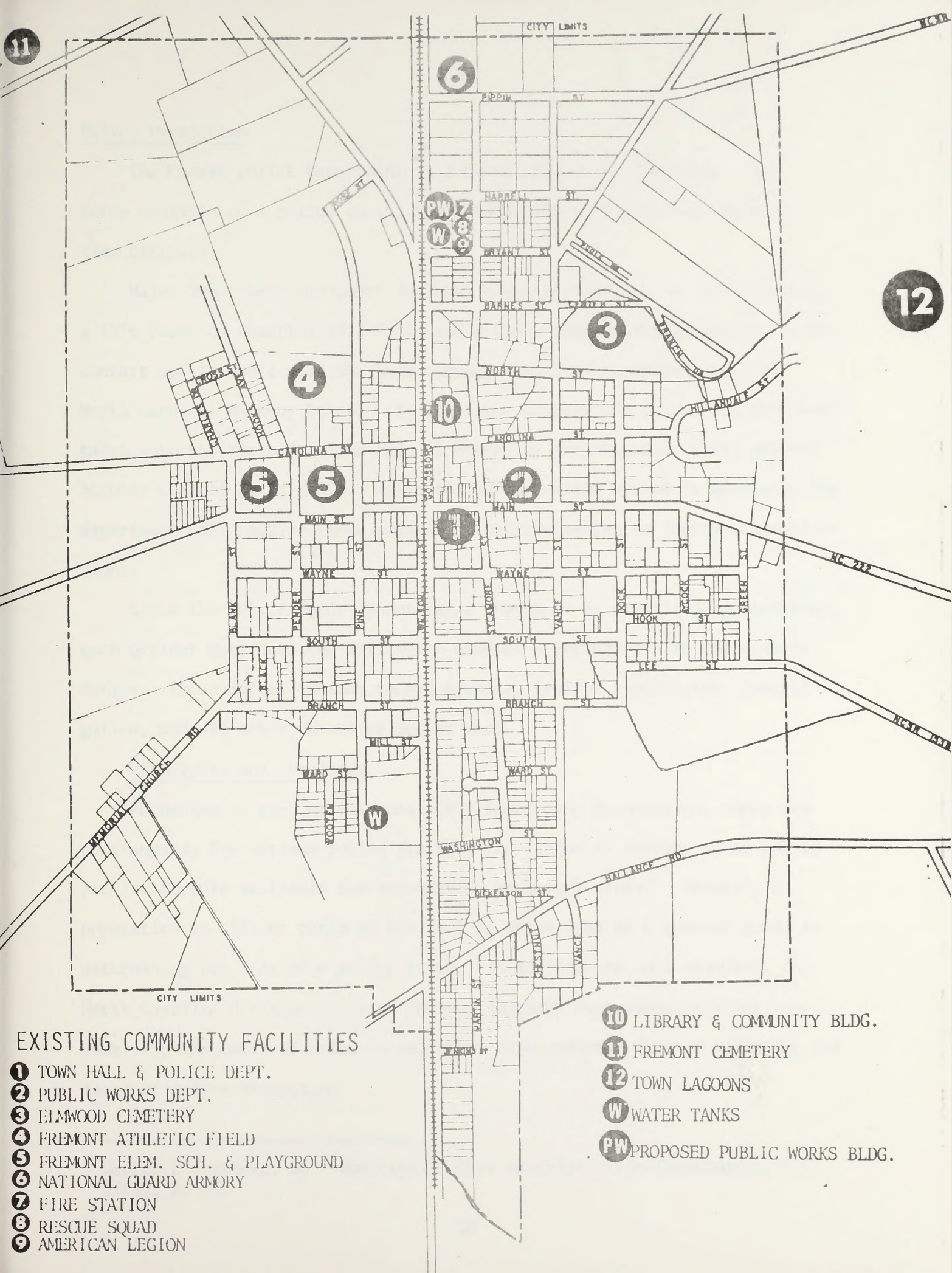
(1) The town hall should be accessible to the people who use it. For convenience, it should be located at, or near, the center of transportation and business activity. A location at these points would allow citizens to combine trips to the retail area and to the town hall.

(2) The site should allow ample off-street parking for both employees and the public.

(3) The building should be large enough to house all present and anticipated town departments and the police department.

In addition, the building should contain a large room for town board meetings, a reception area, a lounge for employees, public restrooms, adequate off-street parking, and separate entrances for police and administrative offices. Possible locations of a new town hall include the site currently utilized as the municipal parking lot at the corner of Main and Sycamore streets; the site located east of the municipal parking lot; or the site occupied by the Fremont Recreation Center and florist shop on Sycamore Street.

3. The town should continue to participate in the Tri-Town Administrator program to insure that a management specialist is available to aid with implementation of these and other program recommendations.



Police Protection

The Fremont Police Department is located within the Town Hall. The force consists of a police chief, three full-time officers, and two part-time officers.

Major department equipment includes three patrol cars--a 1978 Plymouth, a 1976 Ford, an unmarked 1972 Ford--and a radio communications system. Radio contact is available with the Wayne County Sheriff's Department and the North Carolina Highway Patrol. In addition, cooperative activities are undertaken with the North Carolina Special Bureau of Investigation (SBI) and the Alcohol Control Board (ABC). While the communication system is adequate, the department will require three additional walkie-talkies to improve communications.

Since the police force is not large enough to be organized by divisions, each officer must have the ability to conduct a variety of law enforcement duties. These duties include record-keeping, traffic supervision, investigation, and all other phases of police work.

Principles and Standards

According to the International City Management Association, there are no standards for optimum police staffing for cities of various sizes and no precise formula available for determining personnel needs.¹ However, a population-to-officer ratio of 500 to 1 is often used as a general guide in determining the size of a police force. In addition to this standard, the North Carolina Division of Crime Control suggests that municipalities consider the frequency of offenses and other crime-related data in assessing its level of police protection.

¹ George D. Eastman, ed. *Municipal Police Administration* (Washington, D.C. 1969), p. 65.

As indicated earlier, Fremont's population is expected to increase to 1,666 by 1980 and to 1,806 in 1990. Utilizing the 500-to-1 standard, the town will require four full-time officers in 1990 if the anticipated population level is reached.

As indicated, the Fremont Police Department is located in the Town Hall. The department is allocated one room, which is inadequate for the department's needs. The department lacks adequate work space and storage facilities. Due to the lack of an interrogation area, suspects are questioned in the office of the community development administrator who must leave his office when an interrogation is in progress. In addition, the town lacks a detention facility.

Recommendations

1. Although the department has two vehicles which are currently in good condition, the town should adopt a vehicle replacement policy. It is recommended that a vehicle be replaced every two years or 50,000 - 60,000 miles, whichever comes first. This policy will prevent excessive maintenance costs to the town and provide better trade-in value on town police vehicles.
2. Since the existing police headquarters are inadequate, the town should develop plans for a new police facility in conjunction with a new town hall. (See Town Hall recommendations.) The new police headquarters should include an interrogation room, communications area, locker room, shower facilities, storage and records area, and adequate parking facilities. In addition, the location of the facility should allow for the rapid exit of police vehicles.
3. The Tri-Town Administrator, in cooperation with the Neuse River Council of Governments and state agencies, should examine sources of funding for the purchase of police equipment including vehicles.
4. It is recommended that the town purchase three walkie-talkies in order to improve its communication system.

Fire Protection

An effective fire fighting organization is an important asset to any community. By providing fire protection, local officials not only protect lives and property, but also reduce the cost of business operations through the adoption of fire protection measures which result in lower insurance rates.

The Town of Fremont has had a fire department since 1905. The department, which is housed in a four-bay frame and metal building on the corner of Barnes and Sycamore streets, is manned by approximately forty (40) active volunteer firemen. While the structure which houses the department is in excellent condition, the department is in need of two additional bays to house its brush truck and requires additional storage space.

The Northern Wayne Volunteer Fire Department is a division of the Fremont Fire Department and serves Fremont and its surrounding area to a distance of three miles beyond the town limits. Although the N.W.V.F.D. is composed of the same volunteers and equipment as the Fremont Fire Department, its primary responsibility is to serve the areas outside the town limits.

The department's major equipment includes a 1972 Ford pumper, a 1970 Ford tanker, a 1970 Chevrolet pumper, and a 3/4 ton brush truck which is used by the rural fire department to combat brush and wood fires. According to the Insurance Services Office, fire apparatus should be replaced every twenty years.

Standards

Fire protection standards have been established by the American Insurance Association (AIA). A community, such as Fremont, may identify certain of its fire protection inadequacies by referring to these standards. Rates charged for fire insurance are governed, in large part, by the quality of protection

provided in the community. The schedule, however, is not based entirely upon the quality of the fire department but also includes such factors as water supply, fire alarm system, prevention programs, building code enforcement, structural conditions, and climate.

The grading process considers the adequacy of the town's water supply for 39 percent, the fire department for 39 percent, fire communications for 9 percent, and fire safety control for 13 percent. Deficiency points are then assigned based on inadequacies in each area. The final rating is dependent upon the total number of deficiency points accrued. A rating of "One" is the best rating possible, while a rating of "Ten" is assigned to those areas with essentially no protection.

Table II is a listing of the various municipal classifications and the deficiency points in each category.

TABLE II
MUNICIPAL FIRE PROTECTION CLASSIFICATIONS AND DEFICIENCY POINTS

<u>Class</u>	<u>Deficiency Points</u>
1	0 - 500
2	501 - 1000
3	1001 - 1500
4	1501 - 2000
5	2001 - 2500
6	2501 - 3000
7	3001 - 3500
8	3501 - 4000
9	4001 - 4500
10	More than 4500

Source: Insurance Services Office

According to the Insurance Services Office (ISO), the last fire insurance study in Fremont was conducted in 1974. Based on this study, the Fremont Fire Department received a rating of 8, while the Northern Wayne Fire District was classified as 9A.

At the time, no recommendations were made concerning specific actions which could be taken by the town to improve its fire rating. However, ISO personnel did provide the following information concerning the primary deficiencies in fire service in the Fremont area in 1974.

Personnel - The major deficiency identified in 1974 was personnel. In order for the town to improve its rating, the town would need to add at least one full-time paid fireman. Other efforts which were suggested were improvement of department training programs, full attendance at department meetings, and improvements in response time to fires.

Since the 1974 study, the department personnel have begun participating in the programs sponsored by the N.C. Department of Insurance. In addition, five members of the department have graduated from the State Fire School, and the town now has a full-time dispatcher.

Reserve Apparatus - The 1974 study pointed out that, at the time, the town had no reserve apparatus. In order for the town to improve its rating, ISO personnel recommend that the town add reserve apparatus. Currently, the fire department is in the process of refurbishing its 1949 Mack truck for use as a reserve vehicle.

Water Supply - Another factor considered in the 1974 study was the town's water supply. According to ISO, in 1974

Fremont's water supply and system were adequate. At the time, well capacity was one-half million gallons per day with a consumption of 175,000 gallons per day.

In addition, the study pointed out that only 25 percent of the town's water lines were dead-end lines. According to ISO personnel, this situation presented no serious problems.

Since 1974, the town has increased the size of the water lines in the community development area and added fire hydrants. A recent interview with personnel of the Fremont Public Works Department, however, revealed that the town now has the capacity to pump only 295,000 gallons per day, with a reserve of 175,000 gallons. During the summer months, peak use has approached 286,000 gallons per day. In addition, since the town's water distribution system was constructed in the 1920's, a significant portion of the system is inadequate and should be replaced.

Ordinance Enforcement - The 1974 study characterized the enforcement of town ordinances as "fair." However, it was pointed out that the town has no fire prevention program. In order to improve its rating, it was recommended that the town improve enforcement of its ordinances, including the maintenance of adequate inspection records, and develop a fire prevention program.

Communications - In 1974, the county was responsible for communications. It was recommended by ISO personnel that the department consider providing monitors to its personnel to enable quicker response. Currently, the town owns two fire monitors and twenty-two department personnel have monitors.

Recommendations

1. As indicated, the last fire study of Fremont was conducted in 1974. The next study will be undertaken in 1982. Since a number of improvements occurred since 1974, it is recommended that the town request the Insurance Services Office to conduct a study of Fremont in the near future. In addition, the town should request a listing of specific recommendations concerning the steps which it must take to get to the next higher rating.

According to the N.C. Rate Bureau, the cost of insurance would decline from the current rate of \$37 per \$12,000 coverage to \$32 if the town could achieve a rating of 7, and decrease to \$29 if the town could achieve a rating of 6.

2. Currently, the department's major equipment includes a 1972 Ford pumper, a 1970 Ford tanker, a 1970 Chevrolet pumper, and a 3/4 ton brush truck. The generally accepted standard is that fire apparatus should be replaced every twenty years. Following this guideline, Fremont can expect major expenditures for fire equipment in the early 1990's. For this reason, it is recommended that the town establish a capital reserve fund to provide funds for these expenditures.
3. The town should continue its efforts to refurbish the 1949 Mack truck for use as a reserve vehicle. Following the completion of a fire study, the town should examine the necessity and desirability of adding another reserve vehicle. As vehicles are replaced, consideration should be given to using the newly replaced vehicle as the reserve vehicle.
4. The town should purchase twenty additional monitors for the fire department personnel in order to improve the department's communications system.
5. The town should encourage fire department members to participate in the courses offered by the N.C. Department of Insurance and the State Fire

School, to participate in all department meetings, and to identify means by which response times can be improved.

6. The town should improve its ordinance enforcement activities and institute a frequent and thorough inspection program.
7. The town should establish a fire protection and prevention program which would include participation by area schools and the Chamber of Commerce.
8. The fire department is located one block to the east of the railroad tracks. While the department has not been confronted with the problem of being cut off from the western portion of the town by a passing train, the possibility of such an occurrence does exist.

According to Seaboard Coast Line personnel, the average length of a train which runs through the town is between fifty and seventy-five cars.² Occasionally, a train composed of 125-130 cars may pass through the town but this situation is rare. Seaboard personnel have also indicated that it would take less than five minutes for an entire train to pass an intersection. However, if a train should be stopped--thus preventing the passage of fire or rescue vehicles--Seaboard will cut the crossing and allow the vehicles to pass. This action can be instituted by calling the Seaboard Coast Line dispatcher at 446-5323. The town should insure that all fire and rescue personnel are aware of this procedure.

9. Two bays should be added to the existing fire station to provide storage area for the town's fire vehicles.

² A train of one hundred cars is approximately one mile in length.

Rescue Squad

The Town of Fremont does not operate a rescue squad as a function of the fire department. The Fremont Rescue Squad is a volunteer organization which provides service to the residents of northern Wayne County. The rescue facility is located on Sycamore Street, adjacent to the fire station and one block east of the railroad tracks. The squad currently has twenty-one members. Six men are on call during the daylight hours of the week while the remaining fifteen men are on a nighttime rotating basis.

The squad's major equipment includes a 1977 Ford van ambulance, a 1974 and a 1976 Chevrolet van ambulance, a 1971 Ford van utility truck, three boats and trailers, and a Hurst Rescue Tool. In addition, the squad has two-way radio capabilities and other first-aid equipment.

The operating budget for the rescue squad is derived from three sources: Fremont budget appropriations, Wayne County budget appropriations, and from various fund drives organized by the members of the squad. At the present time, there are no plans for the town to assume complete operation and funding of the squad, particularly since the squad is fully incorporated.

The training and membership requirements are uniformly established by the state of North Carolina. A minimum requirement is that the individual has successfully completed the mandatory 81-hour Emergency Training Course.

The squad is currently in need of approximately two hundred square feet of additional storage space.

Recommendations

1. It is recommended that the town continue to provide financial support to the rescue squad.
2. It is recommended that rescue personnel be informed of the Seaboard

Coast Line personnel who should be contacted should a train be blocking crossings during an emergency.

3. It is recommended that additional storage space be provided at the rescue station.
4. It is recommended that the rescue squad adopt a four-year vehicle replacement schedule.

Public Works

Fremont's public works services and utilities are administered by the town's public works department. The department, located one-half block to the east of the Town Hall, is responsible for providing water, sewer, electrical, street, refuse collection, and cemetery service.

Currently, a new public works facility is being constructed at the corner of Goldsboro and Bryant streets. The facility is expected to be completed by December, 1978.

Following is a listing of the major equipment used in providing public works services to the citizens of the town. Included is information concerning the equipment's condition and major area of operation.

<u>Item</u>	<u>Area of Operation</u>	<u>Condition</u>
1968 Chevrolet pickup	Water Department	Poor
1977 3/4 ton pickup truck	Water Department	Good
1976 John Deere 310 backhoe	Water Department	Good
1978 Ford dump truck	Street Department	Excellent
4400 tractor sweeper	Street Department	Fair
Caterpillar grader	Street Department	Poor
1974 limb chipper	Street Department	Good
Cub tractor mower	Cemetery Department	Good
Cub tractor mower	Cemetery Department	Fair
1967 Ford pickup	Cemetery Department	Fair
1974 Dodge truck	Electric Department	Good
1963 Chevrolet truck	Electric Department	Poor
1974 Ford pickup	Electric Department	Good
Diesel generator	Electric Department	Good
1975 Ford truck	Refuse Collection	Good
1977 American leaf packer	Refuse Collection	Excellent
1974 El Camino (Chevrolet)	General (Public Works)	Good

Following is an examination of each area of operation within the Public Works Department.

Water Supply

The availability of water is a major element in determining the extent of development in an area. For the purposes of this report, the Fremont water system will be evaluated utilizing four criteria. These criteria are as follows: availability, quantity, quality, and distribution.

Availability

The Fremont water system is municipally owned and operated. Presently, the town obtains its water from four deep wells. The total pumping capacity of the four wells is 295,000 gallons per day.

The following table provides information concerning the depth and pump capacity of each well.

TABLE III

WELL CAPACITY TOWN OF FREMONT

<u>Well No.</u>	<u>Depth</u>	<u>Pump Capacity</u>
1	200 ft.	60 GPM *
2	596 ft.	95 GPM
3	252 ft.	30 GPM
4	250 ft.	42 GPM

* Gallons per minute

According to information supplied by the Public Works Department, the highest recent daily consumption totaled 286,000 gallons. As indicated

earlier, it can be expected that the town's population will increase by approximately 170 persons to the year 2000. Assuming a maximum consumption of 175 gal./person/day, an additional 29,750 gpd will be needed. Since additional water will be needed, it is recommended that the town examine the necessity for developing an additional source of water.

Reserve Supply

The town's reserve water supply is contained in two elevated storage tanks. One tank contains 100,000 gallons of water while the other contains 75,000 gallons. The Public Works Department has indicated that both storage tanks are in good condition.

Quality of Water

The chemical quality of the ground water utilized in the Fremont water system is adequate for domestic purposes. An analysis of well #2, however, has revealed a high content of sodium (Na), calcium (Ca), and chloride (Cl). These high element amounts could cause problems for dietary residents. A mixing process, utilizing all four wells, could minimize this danger. The element content in the remaining three wells is low. (See Table IV.)

According to public works personnel, there have been a number of complaints concerning the quality of water in Fremont. These complaints have centered upon the water's odor and rusty taste.

TABLE IV
GROUND WATER SUPPLY
FREMONT, WAYNE COUNTY

ANALYSES
(In milligrams per liter, except as noted)

Source or type of water (raw; finished)...	Well No. 2 Raw	Well No. 3 Raw	Well No. 4 Raw	Well No. 3 Raw
Date of collection.....	4-17-69	4-17-69	4-17-69	4-22-76
Silica (SiO ₂).....	16	17	21	-----
Iron (Fe).....	.19	.17	.09	0.10
Manganese (Mn).....	.04	.07	.04	.080
Calcium (Ca).....	67	43	52	-----
Magnesium (Mg).....	18	17	8.4	-----
Sodium (Na).....	190	42	13	-----
Potassium (K).....	14	14	4.2	-----
Bicarbonate (HCO ₃).....	180	210	230	-----
Carbonate (CO ₃).....	0	0	0	0
Alkalinity as CaCO ₃).....	150	180	190	-----
Sulfate (SO ₄).....	210	35	12	-----
Chloride (Cl).....	210	58	3.9	58
Fluoride (F).....	.4	.2	.2	-----
Nitrate (NO ₃).....	.3	.1	.1	-----
Nitrite + Nitrate as Nitrogran (NO ₂ + NO ₃ as N).....	-----	-----	-----	-----
Dissolved Solids.....	829	332	230	-----
Hardness as CaCO ₃ :				
Total.....	240	180	164	-----
Noncarbonate.....	90	1	0	-----
Specific conductance (micromhos at 25° C)....	1370	573	387	630
Arsenic (As).....	-----	-----	-----	.000
Barium (Ba).....	-----	-----	-----	.4
Boron (B).....	-----	-----	-----	.00
Cadmium (Cd).....	-----	-----	-----	.002
Chromium (Cr).....	-----	-----	-----	.000
Cobalt (Co).....	-----	-----	-----	.000
Copper (Cu).....	-----	-----	-----	.007
Lead (Pb).....	-----	-----	-----	-----
Lithium (Li).....	-----	-----	-----	.00
Mercury (Hg).....	-----	-----	-----	-----
Strontium (Sr).....	-----	-----	-----	.38
Zinc (Zn).....	-----	-----	-----	.30
pH (units).....	7.4	7.3	7.5	7.5
Temperature (°C).....	18	18	17	-----

SOURCE: U.S. Dept. of the Interior and N.C. Dept. of Natural Resources and
Community Development

Surface Water

The Town of Fremont is located approximately two miles north of the Nahanta Swamp. This stream would probably be adequate for the town's present needs without storage. An impoundment would increase both the reliability and capability of the source. The minimum flow and seven-day, two-year low flow for this stream are 0.014 and 0.09 (M gal/d) mi², respectively. The average discharge of streams in the area is 0.7 (M gal/d) mi².

Ground Water

The principal aquifer in the Fremont area is crystalline rock. The upper sandy aquifer is a few tens of feet thick while the lower aquifer is very thin. Well yields in the crystalline rock range from approximately ten to seventy gallons/minute. The water from the crystalline rock is hard, and the dissolved-solids and chloride concentrations increase with well depth.

Water Distribution

The Fremont water distribution system was established during the 1920's and has evolved to its present state. (See Illustration IV.) The distribution lines range from 3/4" to 10" in diameter. For adequate fire protection as well as domestic service, distribution mains in residential areas should be at least 6" in diameter. As indicated in Illustration IV, which shows the extent and size of the distribution lines, including the recent additions in the town's community development area, a number of lines are dead-end lines and some lines are only 2" in diameter. Furthermore, since the system was installed in the 1920's, it can be expected that a number of the lines have had their carrying capacity reduced due to the buildup of rust within the pipes. This buildup of rust may be the cause of the numerous complaints concerning the bad taste and odor of the town's water.

Although many improvements have recently been made to the system, a continuing effort will be required to modernize the original system.

Fire Hydrants

Fire hose lines of 400' to 500' long are inefficient and a source of delay. For this reason, hydrants should be located not more than 300' to 400' from the buildings to be protected.³

Illustration IV also shows the location of the town's fire hydrants. Also indicated are the areas within a 350' radius of the hydrants. As indicated by examining the illustration, the vast majority of the town is served by, or has access to, the hydrants. However, there are areas of the town where hydrants should be added in the next ten years as development progresses. These areas include Memorial Church Road, the eastern portion of Main Street, and the western section of Carolina Street. Within the next ten to twenty years, hydrants should be required in the northeast section of town along Moye Street, the southeast section along Ballance Road, the northwest section of town along Hooks Road and Main Street, and the portion of town south of Jenkins Street. (Note: The above areas have been identified and prioritized based on the identification of proposed ten- and twenty-year sanitary sewer service areas. The exact number and location of the additional hydrants should be determined following the completion of a fire study.)

³ ICMA, Management Practices for Smaller Cities, (1959) p. 335.

THE PROBLEM

The first question is: what is the problem? The second question is: why is it a problem? The third question is: how can it be solved? The fourth question is: what are the consequences of the problem?

It is important to note that the problem is not a simple one. It is a complex one. It is a problem that has many facets. It is a problem that has many dimensions. It is a problem that has many aspects.

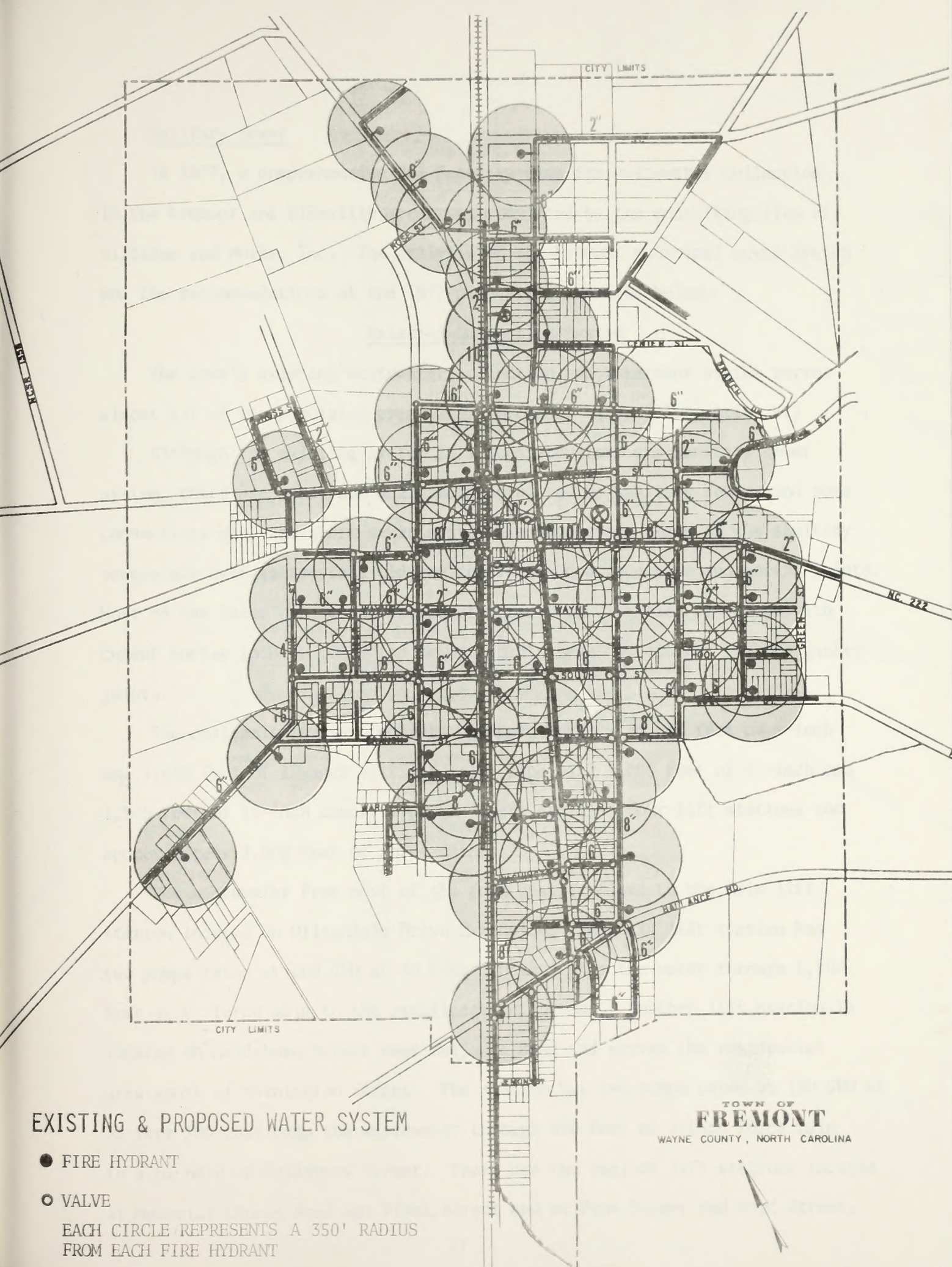
The first aspect of the problem is its complexity. The second aspect of the problem is its complexity. The third aspect of the problem is its complexity. The fourth aspect of the problem is its complexity.

The first dimension of the problem is its complexity. The second dimension of the problem is its complexity. The third dimension of the problem is its complexity. The fourth dimension of the problem is its complexity.

The first facet of the problem is its complexity. The second facet of the problem is its complexity. The third facet of the problem is its complexity. The fourth facet of the problem is its complexity.

The first aspect of the problem is its complexity. The second aspect of the problem is its complexity. The third aspect of the problem is its complexity. The fourth aspect of the problem is its complexity.

THE PROBLEM IS A COMPLEX ONE



EXISTING & PROPOSED WATER SYSTEM

● FIRE HYDRANT

○ VALVE

EACH CIRCLE REPRESENTS A 350' RADIUS
FROM EACH FIRE HYDRANT

TOWN OF
FREMONT
WAYNE COUNTY, NORTH CAROLINA

Sanitary Sewer

In 1977, a comprehensive 201 Facility Plan for wastewater collection in the Fremont and Pikeville areas was completed by the consulting firm of Williams and Works, Inc. The analysis of the Fremont municipal sewer system and the recommendations of the 1977 plan are summarized below.

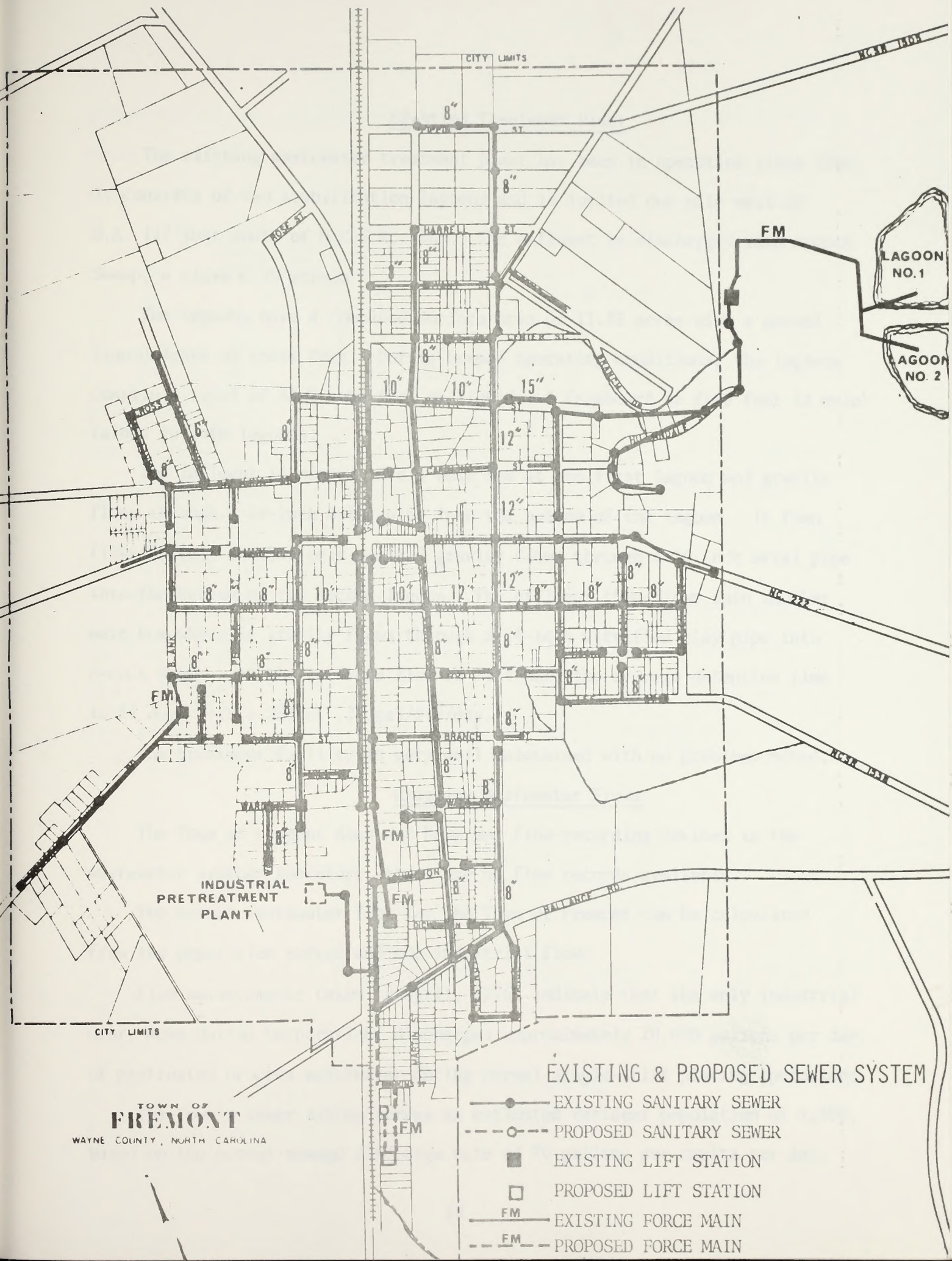
Existing Collection System

The town's existing wastewater collection and treatment system serves almost all of the populated area within Fremont. (See Illustration V.)

Although the existing system is a separate storm and sanitary sewer system, there are some roof drains connected to the sanitary sewers and some connections with the storm sewer system are suspected. Many of the sanitary sewers are over fifty years old and consist of concrete pipe and mortar joints. Most of the later extensions are constructed from vitrified clay pipe with cement mortar joints. Only the newest joints have "watertight" rubber gasket joints.

The collection system consists of approximately 36,000 feet of 8-inch and 1,600 feet of 10-inch vitrified clay pipe with 1,000 feet of 12-inch and 1,500 feet of 15-inch concrete pipe. There are also four lift stations and approximately 2,600 feet of force main.

The wastewater from most of the town gravity flows to the main lift station located on Hillandale Drive Extension. The main lift station has two pumps rated at 600 GPM at 40 feet TDH that pump the water through 1,800 feet of 6" force main to the stabilization lagoons. Another lift station is located on Goldsboro Street near Ballance Road and serves the residential area south of Washington Street. The station has two pumps rated at 100 GPM at 35 feet TDH that pump the wastewater through 400 feet of 4-inch force main to a manhole on Goldsboro Street. There are two smaller lift stations located at Memorial Church Road and Blank Street and at Pine Street and Ward Street.



Existing Treatment Plant

The existing wastewater treatment plant has been in operation since 1968. It consists of two stabilization lagoons and is located one mile east of U.S. 117 just south of N.C.S.R. 1505. The effluent is discharged into Aycock Swamp, a class C-SW stream

The lagoons have a combined surface area of 11.35 acres with a normal liquid depth of three feet. During normal operating conditions, the lagoons contain a total of 33.5 acre-feet of liquid. A freeboard of five feet is maintained in both lagoons.

The influent is pumped into a weir box at the first lagoon and gravity flows through a 10-inch metal pipe into the bottom of the lagoon. It then flows through another weir box and gravity flows through a 10-inch metal pipe into the bottom of the second lagoon. The effluent then flows into another weir box where it gravity flows through a 24-inch vitrified clay pipe into Aycock Swamp. At the recorded flow of .134 MGD, the average detention time is 81 days with a SSR of .27 gal/ft²/day.

The treatment facility is very well maintained with no problems noted.

Existing Wastewater Flows

The Town of Fremont does not have any flow-recording devices in the wastewater system; therefore, there are no flow records available.

The normal wastewater flow for the Town of Fremont can be calculated from the population served and the industrial flow.

Flow measurements taken in April, 1976, indicate that the only industrial user, Acme United Corporation, discharges approximately 20,000 gallons per day of pretreated process wastewater during normal single-shift plating operations.

The town's sewer system serves an estimated resident population of 1,500. Based on the normal sewage discharge rate of 70 gallons per capita per day,

without normal infiltration flow, the total wastewater flows in the system would be as follows:

1,500 people @ 70 GPCD=	0.105 MGD
Industrial, Commercial, etc.=	0.025 MGD
Estimated Normal Dry Weather	
Wastewater Flow (w/o normal infiltration)=	0.130 MGD

The flow of the wastewater averaged about 134,200 gallons per day during a 21-day measurement period in April and May of 1976. Total flow measurements were obtained at a 90-degree V-notch weir located at the main lift station. A continuous flow-recording device was used to obtain the flow measurements for the observation period which followed almost two months of severe drought. The flow recordings indicated a peaking factor of 1.7.

The industrial wastes discharged into the system by Acme United Corporation are from its nickel plating operation. The pretreatment is provided by neutralization and settling tanks and a small lagoon. Analysis of samples of the industrial process wastewater discharged into the Fremont system in June is as follows:

Nickel	17	mg/l
COD	194	mg/l
pH	7.9	

Acme's pretreatment discharge permit (issued in April, 1977) established the following limitations:

Discharge:	10,000 GPD max.
Nickel Concentration:	6 mg/l max.
Total Nickel:	0.5 #/day max.

These limits were established for both monthly and weekly averages.

The existing wastewater flows for the Fremont system are adjusted due to the 10,000 GPD reduction in the discharge from the Acme United Corporation pretreatment facility: $0.130 \text{ MGD} - 0.010 \text{ MGD} = 0.120 \text{ MGD}$.

The wastewater treatment system for the Norwayne School consists of septic tanks followed by sand filters with underdrains. The system was constructed approximately eight years ago and measures 35' x 75'. The system appears to be very well maintained and, according to Wayne County officials, no problems have been observed and only minimum maintenance has been required.

The wastewater treatment system for the Aycock School also consists of septic tanks followed by sand filters with underdrains. The filter measures 35' x 75' and is in need of minor repairs. The Wayne County Health Department has noted problems with the system during inspections of the school cafeteria. Local residents and school personnel have complained of odors from the filters.

Infiltration and Inflow

An infiltration/inflow analysis was conducted on the sanitary wastewater collection system of the Town of Fremont. The report defines those sections of the sewer systems that are to be rehabilitated and presents estimates of the cost of rehabilitation.

The infiltration/inflow analysis for the Town of Fremont indicates that the Fremont system is subject to both excessive infiltration and excessive inflow. Structurally damaged pipe is suspected in sections of the system. The estimated volume of infiltration and inflow is summarized as follows:

	INFLOW (GPD)	INFILTRATION (GPD)
Total	60,000	60,000
Excessive	<u>60,000</u>	<u>45,000</u>
Residual	0	15,000

Performance of Wastewater System

The municipal wastewater treatment plants are flow-through oxidation lagoons. The system is adequately maintained and well operated, but cannot produce an effluent to meet the new quality limitations. It will require the addition of a tertiary process for further reduction of BOD₅, ammonia nitrogen, and suspended solids. The addition of chlorination facilities will also be necessary along with automatic flow metering and sampling. Standby power facilities at the main pump stations will also be required as a fail-safe measure.

The performance data reported by the Town of Fremont are from grab sample analyses. The Division of Environmental Management, in February, 1976, reported data from composite samples. The effluent analyses were as follows:

	<u>Composite Sample</u>	<u>Grab Sample</u>
BOD ₅ (mg/l)	32	10-24
Suspended Solids (mg/l)	43	32-124
NH ₃ (mg/l)	15	--
Fecal Coliform (#/100 mg)	29,000	--

Forecast of Flow and Waste Load - Sanitary Sewer Service Area

The planning period for any proposed improvements has been defined as the twenty-year period from 1980 to 2000. Therefore, any proposed improvements would be designed to handle the projected wastewater flows and waste loads for the year 2000.

The projected service areas for sanitary sewer service are shown in Illustration VI. The immediate service area contains those areas where the need and density for a sewer system exist. The ten-year and twenty-year service areas are those where it is anticipated sewer service will be needed in ten and

twenty years, respectively.

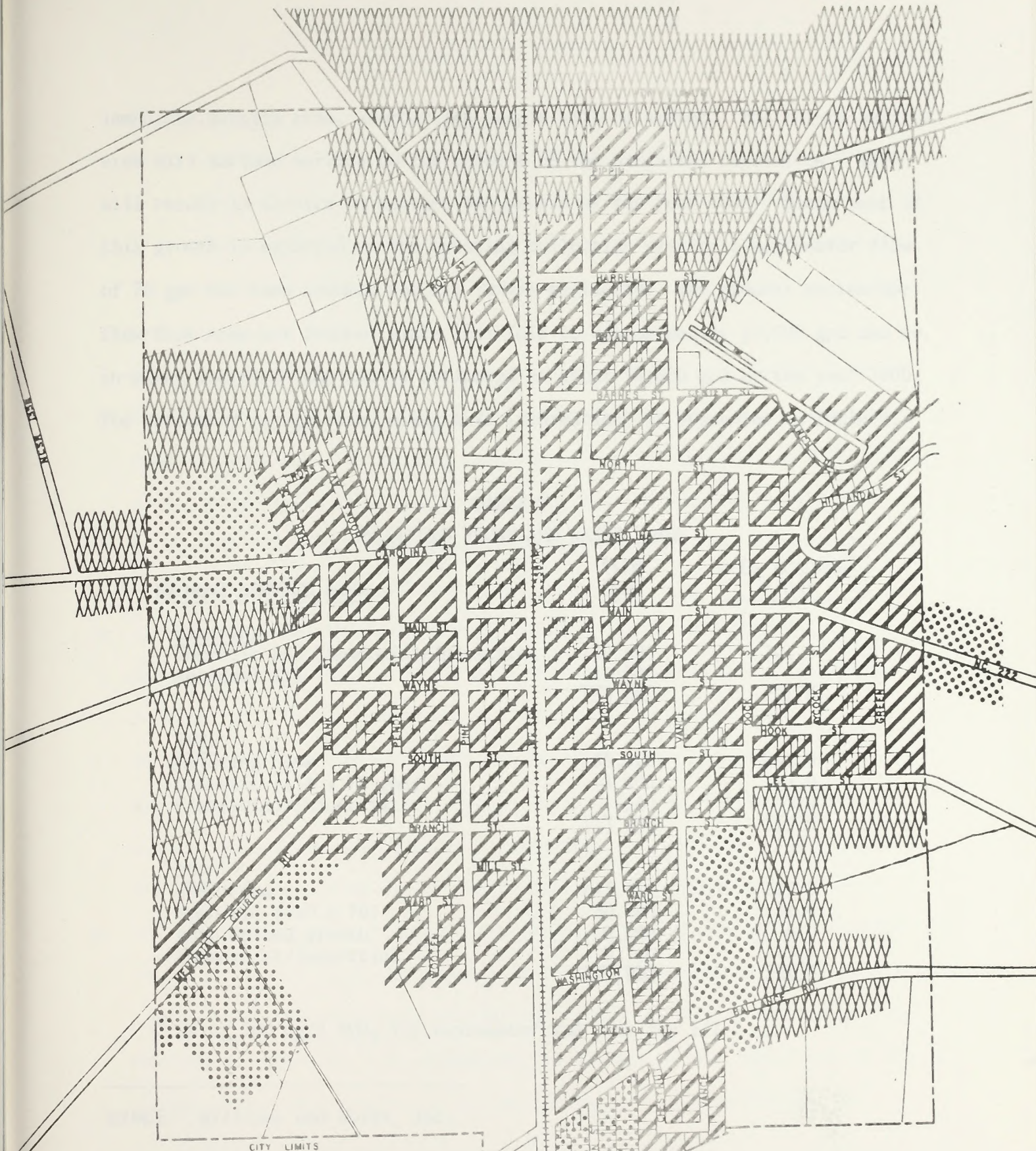
Williams and Works, Inc., held several meetings and discussions with officials from each governmental unit to establish these service areas. Past growth patterns, projected population, existing population density, land availability, land use constraints, and environmental conditions were factors that were considered in making decisions concerning the service areas. In general, the immediate service is in densely populated areas with dwelling units using inadequate private sewage disposal systems. The ten-year and twenty-year service areas are where growth is planned to occur at a density that would require sanitary sewers to control the potential pollution of groundwater and the local environment.

Not all of the projected service areas for the year 1998 will be fully developed. However, at least part of the individual growth areas will be developed sufficiently to warrant sewer service.

In Fremont, there is only one area designated as an immediate service area in addition to the existing service area. This area is located south of the Ballance Road near the railroad and contains approximately fifteen residences with private disposal systems. There are approximately twenty residences within the existing service area that have private disposal systems. These residences will be required to utilize the municipal system in the future.

Projected Waste Loads and Wastewater Flows

Fremont has approximately 1,500 people served out of the present population of about 1,650. Dry weather wastewater flow measured during spring of 1976 was approximately 135,000 gpd, including process wastewater of about 20,000 gpd from Acme United Corporation and normal infiltration. Without residual infiltration, this amounts to less than 70 gpd. It is estimated that with the proposed



EXISTING & PROPOSED SANITARY SEWER SERVICE AREAS

-  AREA PRESENTLY SERVED
-  10 YEAR SERVICE AREA
-  20 YEAR SERVICE AREA

TOWN OF
FREMONT
WAYNE COUNTY, NORTH CAROLINA

immediate service area, another 114 people will be served. The future service area will include service to 100 percent of the projected population. This will result in service to another 440 people by the year 2000. Since most of this growth is expected on the existing collection system, a wastewater flow of 70 gpd has been assumed for all future residents. The process wastewater flow from Acme has dropped since this fall to approximately 10,000 gpd due to in-plant modifications and is estimated at about 15,000 gpd by the year 2000. The estimated design flow, using this information, is presented in Table V.

TABLE V
PROJECTED FLOWS AND WASTE LOADS

<u>FREMONT SERVICE AREA</u>	<u>FLOW GPD</u>	<u>BOD₅ LOADING* #/DAY</u>
Existing		
Domestic and Commercial/Industrial	120,000	201.0
Residual 1/1	15,000	
	<u>135,000</u>	<u>201.0</u>
1980		
Existing Flow	135,000	201.0
Domestic (114 x 70 gpd)	8,000	13.0
Commercial/Industrial	500	1.0
	<u>143,500</u>	<u>215.0</u>
2000		
1980 Flow	143,500	215.0
Domestic (440 x 70)	30,800	51.0
Acme United growth	5,000	8.0
Commercial/Industrial	9,700	17.0
	<u>189,000</u>	<u>291.0</u>

* Using 200 mg/l BOD₅ for wastewater and none for 1/1

SOURCE: Williams and Works, Inc.

Recommendations

1. It is recommended that the town employ an engineer to assess the future water needs of Fremont and evaluate the town's current distribution system.
2. If necessary, the town should begin to develop and evaluate alternatives for an additional water source. A new well with a 500,000 gallon storage capacity should provide ample service.
3. Illustration IV identifies those areas of the town which contain deadend water lines. It is recommended that consideration be given to connecting deadend lines with the regular gridiron pattern of the water system. This action would assure that proper water circulation would be maintained.
If deadend lines must remain, it is recommended that they be replaced with no less than an eight-inch line.
4. It is recommended that any existing water lines of less than 6" in diameter be replaced. A 6-inch main carries more than twice the volume of water of a 4-inch main but costs only about 10 percent more.
5. It is recommended that consideration be given to the placement of all fire hydrants less than 400' apart. Areas currently not within 350' of a fire hydrant are indicated in Illustration IV. The exact location of the hydrants should be determined following a fire study of the town.
6. The Town of Fremont currently has no definite policy concerning the extension of water lines. It is recommended that the town establish such a policy to assure fair treatment among present and future customers, to prevent ill-advised or excessive free extensions, to prevent an over-expansion of the system beyond what the supply system can support, and to prevent the

installation of inadequate and poorly constructed water mains that may become the town's responsibility in later years.⁴

The essentials of the town's water line extension policy should include the following:⁵

- The policy should provide for customer or subdivider participation in the financing of the water line extensions. The policy should also set out in detail what the customer is to pay and the reason for the payment.
- Subdividers of new land areas should install water mains large enough to supply future needs or to meet fire hazards. In this case, municipal sharing of some of the additional costs would be justified. However, an individual customer should only pay to the extent of meeting his needs.
- The cost paid by the original applicant for water line extensions should be shared by property owners who later apply for water from the line.
- The town should retain title to the lines. In addition, the customer should understand that the city has a right to add additional customers to the extension and to add new extensions without the consent of any party contributing to the original extension.
- The policy must protect the interests of the property owner and customer already being served by the water system as well as the interest of the prospective customer requesting service. The town must act as a trustee representing the interest of the general public.
- The policy should conform with the town's annexation and long-range planning program and, as a result, require the approval of the planning board for all extensions into proposed new subdivisions.
- Water main extensions to industrial users may require a different set of rules than those governing extensions for residences. On the whole, industry should perhaps pay for its own extension, but no extension should be made until it is clear that the industrial requirements will not place excessive demand on the water supply.

⁴ ICMA, Management Practices for Smaller Cities, p. 250.

⁵ Ibid, pp. 250-251.

- It is questionable whether refunds should be paid to the customer or to the subdivider, particularly if in the older sections of the town the water mains were financed by a special assessment. Even if an advance deposit is obtained from a subdivider for all installation costs, refunds are not always advisable especially if the subdivider recoups the water main costs in the selling price of his houses. If refunds must be made, then they should never exceed the installation cost nor run for more than a specified number of years.
- Every extension of water mains under the policy should be covered by a contract between the city and the customer or the subdivider, specifying, among other things, what each party is to pay, the type of water main installation to be made, the duration of the payment period and the responsibility of each party to the other.
- The policy should strengthen the water system as a self-supporting utility and prevent any drain on its funds. The utility accounting system should assist local officials in supplying the facts on which the policies regulating water main extensions are to be based. The town and its water utility might establish a separate fund to be used on a revolving basis for financing extensions; the town to be repaid through an investment charge over a period of years.

7. It is recommended that the town adopt a policy concerning sewer extensions.
8. It is recommended that the town adopt and enforce a subdivision ordinance.
9. It is recommended that the town extend water and sewer service into those areas indicated in Illustration IV, V, and VI. Service should be provided to the area south of Ballance Road as soon as possible.
10. It is recommended that the town prioritize and implement the recommendations contained in the 201 facility plan which was prepared by Williams and Works, Inc., in 1977. The elements and costs of each proposal are as follows.

- a. Rehabilitation of Sewage Disposal System. Analyses of the town's sewer system by Williams and Works, Inc., have shown that:
 - (1) the existing sanitary sewer system is subject to both infiltration and inflow, with an annual average flow of 60,000 gpd of infiltration and 60,000 gpd of inflow being observed; (2) infiltration comes from leaking joints, manholes, and service laterals in the sewer system, and all inflow is suspected to be

from catch basins, roof drains, and low-lying manholes;

(3) it is more economical to remove the inflow by rehabilitating the sewer system than to treat it at a treatment plant; it is not cost-effective to rehabilitate the sewer system to eliminate infiltration. The total cost of the rehabilitation program is estimated to be \$100,025. Of this amount, the local share would be \$21,353.

- b. Upgrading of Wastewater Treatment Facilities to Provide for Land Disposal of Effluent. A tentative layout for the proposed facilities is shown in the 201 Facility Plan. The existing lagoons have a total surface area of 11.35 acres at the minimum depth of three feet. The freeboard of each lagoon is four feet. The spray irrigation area will be approximately 28 acres. A vegetative buffer 200 feet wide will separate the site from the adjoining property. The total land required, including the buffer, is approximately 52 acres. The property is privately owned and is a portion of a larger tract. The layout shown in the 201 report for the proposed facilities is determined by the existing facilities and the isolation requirements. Drainage ditches will be provided around the perimeter of the property. The soils with poor drainage characteristics in their lower horizons will be provided with under drains. The site will be graded according to accepted conservation practices. The lower boundary of the property will be diked to prevent any surface runoff. The private wells in the area are shown in the 201 report. The nearest is located approximately 2,000 feet north of the irrigation site. The groundwater movement from the irrigation site is to the south where it drains into the Aycock Swamp. Monitoring wells will be installed within

the buffer area to insure that the water quality standards of Aycock Swamp are maintained. The total cost of the treatment system is estimated at \$430,000. Of this amount, the local share would be \$53,750.

- c. Extension of Existing Collection Systems to Serve Developed Areas with Sewage Disposal Problems. The sewer extensions will provide service to the current residents of Goldsboro Street south of Ballance Road. The lift station will eventually serve the entire drainage basin north of the Southern Estates Subdivision. Total cost of the collection system is \$49,000. Of this amount, the local share would be \$36,750.
- d. Annual Operating and Maintenance Costs. The annual operating and maintenance costs for the sewer system and treatment facilities are as follows.

	<u>First Year</u>	<u>Twentieth Year</u>
Labor	\$11,000	\$19,000
Power	3,000	3,500
Grounds Maintenance	1,500	2,000
Chemicals and Supplies	4,000	6,000
Transportation	1,300	1,500
Clerical	<u>700</u>	<u>1,000</u>
TOTAL	\$21,500	\$33,000

11. In order to finance the projects recommended in the 201 Facility Plan, it will be necessary for the town to hold a bond referendum for an amount of \$200,000 to \$225,000. It is recommended that the town schedule this referendum for late winter or early 1979.
12. It is recommended that the department's 1968 Chevrolet pickup truck be replaced by 1980.

Electrical Distribution

The Town of Fremont owns and maintains its electrical system. The town purchases power at wholesale rates from Carolina Power and Light.

During the period from 1975 to 1977, peak loads have shown a steady increase from 2272 KW in 1975 to 2609 KW in 1977. The 1977 figure represents an increase of 337 KW, or 14.8 percent, over the 1975 level. (See Table VI.)

TABLE VI
PEAK LOADS, FREMONT ELECTRICAL SYSTEM, 1975-77

<u>Year</u>	<u>Peak Load</u>
1975	2272 KW
1976	2436 KW
1977	2609 KW

SOURCE: Fremont Town Hall

From 1969 to 1977, the town has received a net profit of \$221,104 from the operation of the electrical system. The highest net profit occurred in 1976 when revenues exceeded expenditures by \$92,773. This figure declined to \$63,175 in 1977. These profits were used by the town to offset expenditures in other fund areas. Without these profits, it is obvious that increases in local taxes, water and sewer fees, and other service charges would be necessary.

Years in which expenditures exceeded revenues included 1972 (-\$1,458), 1974 (-\$51,607), and 1975 (-\$12,547). In 1975, the town's electrical system was completely rebuilt at a cost of \$175,000. It is expected that the next major overhaul of the system will be necessary within the next twenty to twenty-five years. (See Table VII.)

TABLE VII
NET PROFITS, FREMONT ELECTRICAL DISTRIBUTION SYSTEM, 1969-1977

<u>Year</u>	<u>Revenue</u>	<u>Cost of Power</u>	<u>Cost of Operation</u>	<u>Net Profit</u>
1969	\$105,576	\$52,834	\$20,262	\$32,480
1970	113,706	56,274	23,173	34,259
1971	126,023	62,335	44,052	19,636
1972	169,461	75,990	94,929	- 1,458
1973	177,967	78,658	54,916	44,393
1974	185,638	95,749	141,496	-51,607
1975	249,865	139,069	123,343	-12,547
1976	312,432	178,252	41,407	92,773
1977	376,312	224,669	88,468	63,175

SOURCE: Fremont Town Hall

On June 28, 1978, the following rate schedule was adopted by the Fremont Board of Commissioners.

Residential Service Rate No. 1

Availability: This schedule is available when electric service is used in and about a residential house.

Monthly Rate: 10¢ per KWH for the first 50 kwh
 9.13¢ per kwh for the next 150 kwh
 3.52¢ per kwh for the next 200 kwh
 2.98¢ per kwh for the next 600 kwh
 3.84¢ per kwh for all additional kwh

Minimum bill: \$5.00

Small Commercial Rate No. 2

Availability: This schedule is available when electric service is single or three phase small commercial or small industrial service where the load requirement does not exceed 50 KVA of transformer capacity.

Monthly Rate: 10¢ per kwh for the first 50 kwh
 9.13¢ per kwh for the next 100 kwh
 7.90¢ per kwh for the next 150 kwh
 5.44¢ per kwh for the next 400 kwh
 3.43¢ per kwh for all additional kwh

Small Commercial Rate 2 (continued)

Demand Charge: First 5 kw - No charge
Next 6 kw at \$4.75 per kw
All over 11 kw at \$1.50 per kw

Minimum Bill: \$5.00

Bulk barns, grain bins, etc., will be charged at the above rates.
The minimum for this category will be \$10.00 per month.

Large Commercial Rate 3

Availability: This schedule is available when electric service is used in and about a commercial or industrial business and service is single or three-phase where the load requirements make necessary transformers having a capacity in excess of 50 KVA.

Monthly Rate: 3.63¢ per kwh for the first 5,000 kwh
2.82¢ per kwh for the next 15,000 kwh
2.01¢ per kwh for all additional kwh

Demand Charge: First 25 kw or less - \$90.00
All additional kw at \$ 2.50 each

Minimum Bill: \$90.00

All bills computed under the above monthly rates are increased or decreased by an amount calculated by the Fossil Fuel Adjustment Clause as charged by the Carolina Power and Light Company.

Street Lights

The town's street lighting system includes five 450 watt L mercury vapor street lights and one hundred seventy 175 watt L mercury vapor lights. The lights are strategically located to provide maximum service. The town is currently studying ways to make the system more energy efficient. One consideration is to convert to low sodium lights. To date, these discussions are preliminary and no final decisions have been made.

Recommendations

1. The Town of Fremont currently has no definite policy governing the extension of electrical lines. It is recommended that the town consider the adoption of an electrical extension policy which will insure that anticipated revenues equal the cost of line installation within a four-year period. The customer should be responsible for the difference between the cost of line extension and the actual revenues obtained at the end of the period.
2. As indicated earlier, the Town of Fremont rebuilt its entire electrical distribution system in 1975 at a cost of approximately \$175,000. It is expected that the next major overhaul of the system will occur in the years 1998-2000. For this reason, it is recommended that the town establish a capital reserve fund to meet the expenditures required for this project. In addition, the fund should be instituted to provide a source of funds for emergency repairs to the system.
3. It is recommended that the town continue to study means of making its electrical system more energy efficient. It is also recommended that a cost/benefit analysis be conducted before any final decision is reached concerning the possibility of converting to low sodium lights.
4. The town should request the tri-town administrator to examine the town's costs of operating and maintaining the electrical system and examine the alternative of selling the system to Carolina Power and Light Co.
5. As part of the subdivision review process recommended earlier, the town should require the developer to indicate the location of street lights on plats which are submitted to the planning board for review.
6. It is recommended that the town plan to replace the department's Dodge truck and the department's pickup truck within a five-to-ten-year period, and its line truck within two years.

Streets and Storm Drainage

The Town of Fremont is served primarily by two major routes. These routes consist of U.S. 117, which runs through the center of town in a north-south direction, and N.C. 222, which runs through the center of town in an east-west direction. Average daily traffic on U.S. 117 in Fremont is approximately 5,000 vehicles while the average daily traffic on N.C. 222 is approximately 1,000 vehicles.

Fremont is also served by several rural roads. Average volumes at the town limits on the rural roads are generally between 500-600 vehicles per day.

These state roads are adequate for the town's current needs and are in good to excellent condition. U.S. 117, however, has enough local and through traffic to merit consideration for a four-lane bypass around Fremont. The Wayne County thoroughfare plan contains recommendations for a western bypass for several towns, including Fremont.

In addition to the above mentioned thoroughfares, Fremont contains 11.65 miles of local streets. Of this total, 7.45 miles are hard surfaced while the remaining 4.20 miles are unsurfaced.

Generally, the streets within Fremont are in good to excellent condition. Most streets which serve more than one or two dwelling units are paved. The major exception occurs in the low-income minority section of town where dirt streets still exist and major paving work is needed. While curbs, gutters, and sidewalks need attention in all sections of the town, major repairs are required in the town's minority area--particularly in that portion of town located to the south of South Street.

Some improvement in the above mentioned situation will occur as a result of the town's community development program. Paving and the installation of

curb and gutter will occur in the southern portion of town along Sycamore, Ward, Washington, and Dickenson streets.

An additional element is any analysis of a community's street system is an identification of those factors which may lessen the safety of the streets. According to the Fremont police chief and public works director, there are no dangerous intersections or areas where an unusually high amount of accidents have occurred. However, potential hazards do exist at those intersections where sight distances are inadequate due to obstructions such as trees, bushes, or advertising signs.

In order to improve the safety of its streets, the town is currently participating in a state program for sign inventory and standardization. Under this program, all traffic signs in the town will be inventoried. In addition, various information will be gathered including the location and condition of the sign, its positioning, visibility, and appropriateness. Recommendations will be made concerning the need for sign replacement or installation.

Another problem which has received attention in Fremont in recent months is parking--particularly in the downtown area. Recently, a 22-space public parking area has been provided. This parking area has alleviated the parking problem to some degree.

Despite the provision of the additional spaces, a parking problem still exists in downtown Fremont. According to residents of the town, the major cause of this problem is the tendency of downtown merchants and workers to park on Main Street throughout the day. As a result, it is difficult for shoppers and others to find parking spaces.

Recommendations

1. It is recommended that the town continue its program of paving and installing curbs and gutters in its community development area.
2. It is recommended that the town re-submit its application for a Small Cities Grant in order that it may continue its street improvement programs in the coming years.
3. It is recommended that the town undertake a complete and thorough survey of its street and drainage system. The survey should identify those streets which require major rehabilitation and those streets which require only minor repairs.
4. It is recommended that the town immediately begin a program of cleaning and maintaining drainage ditches within the town.
5. It is recommended that the town insure coordination of its street paving program and its water line replacement and 201 facilities activities.
6. It is recommended that the town adopt a parking policy in the downtown area which would discourage all-day parking and the continued occupancy of parking spaces by store employees.
7. It is recommended that the town enforce measures designed to insure adequate sight distances at intersections. Among the alternatives is the enforcement of the following provision as part of the town's zoning ordinance:

"On a corner lot, nothing shall be erected, planted, placed, or allowed to grow in such a manner as to materially impede vision between a height of 2½ and 10 feet above the center line grades of the intersecting streets in the area bounded by the street lines of such corner lots and a line joining points along said street lines 50 feet from the point of intersection."

In addition, the town should adopt an ordinance restricting the placement of signs in locations which will block lines of sight at intersections of road access points.

8. It is recommended that the town investigate the possibility of instituting a downtown revitalization program. Elements of the program could involve the construction of a new town hall, street improvements, water and sewer improvements, addition of street furniture, parking facilities, and other items which would improve the appearance and vitality of the downtown area.
9. It is recommended that the tri-town administrator, in cooperation with the Neuse River Council of Governments and the N.C. Division of Community Assistance, identify sources of funds which can be used to finance necessary improvements.
10. It is recommended that the town continue its participation in the state program for sign inventory and standardization and identify its needs for the replacement of traffic signs. The sign program is part of the governor's Highway Safety Program.
11. It is recommended that the town replace its motor grader and mower within five years and replace its tractor and street sweeper within a five-to-ten year period.

Refuse Collection and Disposal

An important public service provided by many towns is the regular collection and disposal of trash and garbage. This service consists of the collection, transportation, and disposal of the material. The Town of Fremont provides this service to its residential customers twice weekly. In addition, the town contracts with Waste Industries, Inc., to provide this service to the town's industrial and commercial establishments.

Currently, the town has assigned three men to refuse collection activities. The town operates one 1975 Ford garbage truck and a trash truck, both of which are in good condition.

Within the past year, the demand for refuse collection within the town has decreased slightly. This decrease is attributed to private firms which are offering their services to the town's commercial and industrial establishments.

While some improvements have been made in the town's collection service, additional improvements can be made. For example, the town currently has no policy governing the size or specific location of trash containers. Requirements for standardized trash containers and for curbside pickup can lead to improved efficiency. As several towns have found, the use of non-standardized trash containers slows pickup and increases the possibility of spillage between the back door and the truck. Furthermore, when curbside pickup is not required, the workers must spend considerable time either walking to and from houses or waiting for other crew members.

According to the International City Managers' Association, curb service is, by far, the most economical of the various methods of refuse collection. Table VIII contains a comparison of the various methods of refuse collection.⁷

⁷ ICMA, Management Practices for Smaller Cities, p. 209.

TABLE VIII
METHODS OF REFUSE COLLECTION--A COMPARISON

<u>Type of Service</u>	<u>Description</u>	<u>Approximate Man-Minutes of Labor Per Ton Collected</u>
Curb	Residents carry refuse to curb. Collection by crew. Residents return empty containers.	100
Set-Out	Set-out crew carries refuse to curb. Collection by separate crew. Residents return empty containers.	135
Set-Out and Set-Back	Set-out crew carries refuse to curb. Collection by separate crew. Set-back crew returns empty containers.	170
Backyard Carry Service	Collection crew travels with truck, transfers refuse to tubs or baskets in backyard. Same crew loads refuse directly into collection truck. Refuse containers remain in backyard.	150

Recommendations

1. It is recommended that the town adopt a policy requiring the use of standardized trash containers and front yard pickup. In considering the adoption of this policy, however, special consideration should be given given to the elderly and handicapped who will be adversely affected by the new policy. An additional person, or the Public Works Director, may be needed to identify these special service locations where backdoor service could continue to be provided.
2. It is recommended that the Public Works Department adopt a vehicle replacement policy for its sanitation equipment. A 100,000-mile or 10-year maximum replacement policy should be considered as an alternative.

Recommendations (continued)

3. It is recommended that the town's garbage truck and trash truck be replaced within a five-to-ten-year period.

At this time, efforts have been made for the construction of a new town garage at the corner of Robinson and Spring streets. The new facility, which is expected to be completed in December, 1974, will provide the necessary storage space to house and protect the town's equipment.

Recommendations

1. It is recommended that the town start work to implement its plan for the construction of a new garage.
2. It is recommended that the town begin to consider the possible alternative uses of the present garage facility and site.

Town Garage

The town garage is located on East Main Street between Sycamore and Vance streets. The present structure is inadequate and does not contain enough space to house the town's equipment.

At this time, contracts have been awarded for the construction of a new town garage at the corner of Goldsboro and Bryant streets. The new facility, which is expected to be completed by December, 1978, will provide the necessary storage space to house and protect the town's equipment.

Recommendations

1. It is recommended that the town continue to implement its plans for the construction of a new garage.
2. It is recommended that the town begin to consider the possible alternative uses of the present garage facility and site.

Town Cemetery

The Town of Fremont operates and maintains the Elmwood Cemetery. The cemetery, which is located within the town limits, is approximately fifteen acres in size and contains 327 lots. Of this total, 151 lots have been sold. At this facility, a four-grave lot costs \$400, while the price of a six-grave lot is \$600. There is ample room available for expansion of the facility.

A second cemetery utilized by Fremont residents is the Fremont Cemetery. This cemetery, which is used predominantly by the town's black residents, is located outside the town limits and contains 133 lots. Of this total, 21 lots have been sold. At this facility, a two-grave lot costs \$150. There is also ample room for expansion of this facility.

A fundamental issue which the town will face in the future is whether to continue to provide cemetery services including perpetual care. At the present time, this activity is provided as a service to town residents. In recent years, however, an increasing number of non-residents have utilized the facilities. While figures are not available concerning the town's costs to maintain these areas, it is generally agreed that this service does not provide excess revenues to the town.

Recommendations

1. It is recommended that the town improve its record-keeping system in order that the annual cost of providing cemetery services can be determined.
2. It is recommended that the town conduct a feasibility study to determine the costs and benefits of continuing to provide cemetery services. Should the town continue to provide these services, it is recommended that the town review the sale price of lots every three years, beginning in FY 1979-80

in order to cover maintenance expenses.

3. It is recommended that the town replace its Cub Loadboy tractor and its 1967 Ford truck within a five-year period.
4. It is recommended that the town increase its supervision of grave openings and closings in order to avoid unnecessary damage to cemetery grounds.

Recommendations

1. It is recommended that the Town Board of Commissioners and the Planning Board continue to work closely with the Wayne County School Board to ensure that the town's school facilities are adequately planned and provide necessary public services.
2. It is recommended that the Town of Frankenmuth and the Wayne County School Board continue their policy of joint use of school facilities as sites for public recreation programs.

Schools

The Town of Fremont contains one school--the Fremont Elementary School. This facility was constructed in 1923 on a 6.3 acre site bordered by Carolina, Main, Pine, and Pender streets. The school has been operated by the Wayne County School System since 1967.

Recently, a reorganization plan was prepared by the Wayne County School System. According to school system personnel, the plan has no major effect on the town.

Recommendations

1. It is recommended that the Town Board of Commissioners and the Planning Board continue to work closely with the Wayne County School Board to ensure that the town's school facilities are adequately planned and receive necessary public services.
2. It is recommended that the Town of Fremont and the Wayne County School Board continue their policy of joint use of school facilities as sites for public recreation programs.

Library

The Fremont Public Library began operation in 1965 as a branch of the Wayne County Public Library System. Since that time, the library's collection has been supplemented and now includes approximately 2,950 volumes.

The county library system also uses the services of Josten's Lease Plan of Burnsville, Minnesota. Under this system, the county rents books from Josten's and charges them out to its readers. After a given period, the county has the option of buying the books or returning them to Josten.

In addition to obtaining books from the Fremont Library, Fremont residents may obtain books from the Main Library in Goldsboro. Thus, while the number of volumes in the Fremont Library is somewhat limited (the N.C. State Library Board recommends two volumes per capita), Fremont residents do have easy access to a larger library system.

Currently, the Fremont Public Library is located in one room of the Fremont Community Center Building. The library, however, can use other rooms in the center for its programs.

In recent years, a number of improvements have been made to the library. In 1977, the library was thoroughly cleaned and the collection was weeded. In addition, new draperies and a bulletin board were added, and several shelving units were removed to make the library more spacious. At the time, the furniture was also rearranged to make the library more conducive to public use. There are also plans to put a new floor in the library. While the county is responsible for the librarian's salary and the cost of books, the town still maintains the library facility. Recently, the library employed a CETA worker who divides her hours between the Fremont Library and the Pikeville Library. The CETA employee works at the Fremont branch approximately thirteen hours per week.

Recommendations

1. It is recommended that the town library be expanded to accommodate more books and to provide additional areas for program activities. Expansion alternatives include (a) relocating the library in a newly constructed community building or (b) moving the senior citizens' meals program to a new community building and allowing the library to occupy the present structure.

Recreation

The Town of Fremont provides recreational activities for its citizens. The primary facility from which these activities are conducted is the Fremont Athletic Field which is located in the northeast section of town between Hooks Avenue and Pine Street. (See Illustration III.) Facilities at the field include the following:

- four tennis courts
- one men's softball field
- one Little League field (the field is also used by the women's softball league)
- one playground (in development stage)

In addition to the athletic field, other sites within the community are used for recreation. These sites include the community building, which contains a kitchen and two large rooms which are used for crafts, dancing, and exercise classes. Currently, plans are underway for the construction of a new community building in the town's community development area. The community center will be developed in conjunction with an outdoor recreation playground complex.

An additional site at which recreation programs are offered is the Fremont School. Although the school is owned by the county, it serves as the site of the children's summer recreation program and will be used as the site of the town's winter sports activities. The school site contains two softball fields, one obstacle course, one volleyball court (in development stage), swings, and a jungle gym. The site also contains a gymnasium with basketball courts and a classroom which is used for crafts classes.

Recreational programs which have been offered by the town and the participation in each program are as follows:

<u>Program</u>	<u>Participants</u>
Bicycle riding	1-19
Tennis lessons	2-19
Children's general crafts	3-22
Children's decoupage	1-9
Games in the park	3-10
Senior citizens' decoupage	4-11
Senior citizens' quilting	5-8
Senior citizens' general crafts	4-8
Children's films	20-70
Senior citizens' films	45-55
Children's cooking	4-8
Children's macrame	4
Summer recreation program	110
at school (softball, crafts, special events, volleyball, badminton)	
Summer crafts program at school	15-25
Adult exercise	1-6
Children's knitting	1-18
Adult softball league	300

Fall programs which are anticipated include: children's cooking, biking, senior citizens' general crafts, senior citizens' quilting, senior citizens' knitting, adult decoupage, adult exercise, adult macrame, adult clog-dancing, children's crafts, children's tennis lessons, children's soccer lessons, children's softball, children's knitting, children's decoupage, children's macrame, volleyball, and Christmas crafts.

During the winter months, basketball will be added to the recreation program, replacing outdoor sports.

The town currently has a recreation commission but does not have a recreation director. In 1977-78, the town's recreation program was directed by a VISTA volunteer who is largely, and almost solely responsible, for the outstanding

success of the programs. Unfortunately, the VISTA volunteer's stay in Fremont will end in May when she is scheduled to leave VISTA service.

Recommendations

1. It is recommended that the town's top recreation priority be the employment of a recreation director. Due to the success of the town's current recreation program and the ability of its VISTA volunteer, it is also suggested that the town give every consideration to appointing the VISTA volunteer as recreation director following her current term of VISTA service. Sources of funds which can be used to employ a recreation director include the town's general fund or Comprehensive Employment Training Act (CETA) funds. Other alternatives include sharing the recreation director with other towns in the county as part of the development of a joint recreation program.
2. While the town offers a number of recreation programs, there is a need for additional recreation facilities in certain areas. For this reason, it is recommended that the town's recreation commission identify areas lacking recreational facilities, identify lands suitable for the facilities, and investigate possibilities of advance acquisition of sites. Priority items which should be considered by the commission include the development of recreational sites in the southern and northeastern portions of town.
3. It is recommended that the town add a backboard at the tennis courts, investigate the possibility of constructing a public swimming pool within the town, and construct an outdoor basketball court. Every effort should be made to construct the new facilities in areas currently lacking recreational facilities.

PART TWO

PUBLIC IMPROVEMENTS PROGRAM

Program Description

As indicated earlier, the following public improvements program will consist of a series of projects which were recommended as a result of the proposed preliminary engineering study. For the purpose of this study, the program period will consist of ten years. These years will include the five-year initial period from 1970 to 1974, and the five-year continuation period from 1975 to 1979. The program will include the following two phases: 1970-74 and 1975-79. This project listing can serve as a primary source of information for those individuals who are interested in the town's future needs.

Introduction

A public improvements program is a comprehensive listing of public improvements which will be required over a selected period of time. Specifically, a public improvements program may be defined as follows:

"A program which identifies and lists public improvements, existing and projected requirements, based on other plan items. It establishes a priority schedule with appropriate justification, after taking into consideration the relative urgency of public need. The public improvements program provides the groundwork for the community's capital budget." ⁸

These improvements, consisting of such items as town hall, public utilities, and recreation areas were discussed earlier in the Municipal Facilities section of this report. The following public improvements program will consist of a listing of the public improvements which were recommended as a result of the preceding analysis. The improvements program will not attempt to establish cost estimates of the improvements or recommend methods of financing since these items should be included as part of the town's capital improvements budget.

Improvements Schedule

As indicated earlier, the following public improvements program will consist of a listing of the projects which were recommended as a result of the preceding municipal facilities analysis. For the purposes of this study, the program period will consist of two phases. Phase I will include the five-year period from fiscal year 1979-80 to 1983-84. Phase II will include the following ten years from 1984-85 to 1993-94. This project listing can serve as a primary source of information for those individuals who are interested in the town's future needs.

⁸ Answers on Comprehensive Community Planning, Housing, and Home Finance Agency, Program Guide #2

Recent Fiscal History

Table IX contains a summary of expenditures made by the Town of Fremont during the period from FY 1976-77 to FY 1978-79. As indicated, town expenditures in FY 1978-79 are expected to total \$1,337,092, an increase of \$593,000--or 80 percent--over the FY 1976-77 level of \$743,792. The anticipated expenditures from each fund in FY 1978-79 are as follows: general fund, \$272,561; utility fund, \$98,391; electrical fund, \$504,198; debt service fund, \$17,375; Powell Bill fund, \$23,000; revenue sharing fund, \$98,513; and community development fund, \$323,054. Further details concerning these expenditures are contained in Table IX.

General Fund	743,792	1,100,000	1,337,092	+593,000
Utility Fund	25,150	30,000	98,391	+73,241
Electrical Fund	10,000	10,000	504,198	+494,198
Debt Service Fund	10,000	10,000	17,375	+7,375
Powell Bill Fund	23,000	23,000	23,000	0
Revenue Sharing Fund	10,000	10,000	98,513	+88,513
Community Development Fund	10,000	10,000	323,054	+313,054
Total	743,792	1,100,000	1,337,092	+593,000

Utility Fund	25,150	30,000	98,391	+73,241
Debt Service Fund	10,000	10,000	17,375	+7,375
Powell Bill Fund	23,000	23,000	23,000	0
Revenue Sharing Fund	10,000	10,000	98,513	+88,513
Community Development Fund	10,000	10,000	323,054	+313,054
Total	743,792	1,100,000	1,337,092	+593,000

General Fund	743,792	1,100,000	1,337,092	+593,000
Utility Fund	25,150	30,000	98,391	+73,241
Electrical Fund	10,000	10,000	504,198	+494,198
Debt Service Fund	10,000	10,000	17,375	+7,375
Powell Bill Fund	23,000	23,000	23,000	0
Revenue Sharing Fund	10,000	10,000	98,513	+88,513
Community Development Fund	10,000	10,000	323,054	+313,054
Total	743,792	1,100,000	1,337,092	+593,000

TABLE IX

SUMMARY OF EXPENDITURES, TOWN OF FREMONT, 1976-77 to 1978-79

<u>Expenditures</u>	<u>1978-79</u>	<u>1977-78</u>	<u>1976-77</u>	<u>Change 1976-77 to 1978-79</u>
<u>General Fund</u>				
General Administration	90,682	79,187	60,057	+30,625
Police	67,159	64,017	50,468	+16,691
Streets	37,951	46,616	35,731	+ 2,220
Storm Drains	9,745	9,370	8,848	+ 897
Fire Department	5,400	4,775	4,250	+ 1,150
Sanitation	30,921	28,176	23,711	+ 7,210
Cemetery	11,523	11,000	9,736	+ 1,787
Recreation	19,180	54,550	--	+19,180
Contingency	--	--	3,241	- 3,241
Total	272,561	297,691	196,042	+76,519
<u>Utility Fund</u>				
General Administration	21,500	5,775	2,750	+18,750
Water Department	46,850	46,510	36,081	+10,769
Sewer Department	30,041	13,509	21,039	+ 9,002
Total	98,391	65,794	59,870	+38,521
<u>Electrical Fund</u>				
General Administration	16,693	13,624	11,797	+ 4,896
Electrical Department	385,029	309,900	282,241	+102,788
Transfer to Gen. Fund	85,376	68,000	63,692	+ 21,684
Transfer to Util. Fund	17,100	--	11,470	+ 5,630
Total	504,198	391,524	369,200	+134,998

TABLE IX (Continued)

	1978-79	1977-78	1976-77	Change 1976-77 to 1978-79
<u>Debt Service Fund</u>				
Prin. Bonded Indebtedness	10,000	10,000	10,000	0
Interest	7,200	7,625	8,050	-850
Service Fee	175	125	125	+ 50
Total	17,375	17,750	18,175	-800
<u>Powell Bill Fund</u>				
Capital Outlay	--	6,500	--	--
Paving	23,000	53,500	20,000	- 3,000
Maintenance	--	--	1,000	- 1,000
Materials and Supplies	--	--	3,000	- 3,000
Re-surfacing	--	--	15,000	-15,000
Total	23,000	60,000	39,000	-16,000
<u>Revenue Sharing Fund</u>				
Transfer to Gen. Fund	--	26,025	--	--
Transfer to Util. Fund	13,513	--	--	+13,513
Capital Project	85,000	60,000	50,000	+35,000
Maintenance & Repairs	--	--	11,505	-11,505
Total	98,513	86,025	61,505	+37,008
<u>Community Development Fund</u>				
Community Dev. Department	323,054	--	--	+323,054
Total	323,054	--	--	+323,054
Total Expenditures	\$1,337,092	\$918,784	\$743,792	+593,300

SOURCE: Town of Fremont

<u>Department</u>	<u>Project</u>	<u>Justification</u>
Administration	Town Hall	Existing town hall is inadequate for municipal functions.
Police	Purchase three walkie-talkies	Would improve police communications system by insuring that user is in constant contact with other officers.
Police	Improve police headquarters	Existing police headquarters are inadequate for municipal police operations. The project can be undertaken in conjunction with town hall improvements.
Police	Replace 1976 Ford patrol car, 1978 Plymouth patrol car, and 1972 Ford unmarked car	It is desirable to replace police vehicles every two years or every 50,000 - 60,000 miles.
Fire	Fire study	The study would allow the town to improve its fire rating. The study would also identify steps which the department can take to further improve its rating.
Fire	Purchase twenty monitors for fire department	Would improve fire communications system and assist the town in improving its fire insurance rating.
Rescue squad	Provide additional storage space	Additional storage space (approximately 200 square feet) is needed to house the squad's equipment.
Rescue squad	Replace the squad's 1971 Ford van utility truck; 1974 Chevrolet van ambulance; 1976 Chevrolet van ambulance; and 1977 Ford van ambulance	The vehicle replacements will be in line with the recommended four-year vehicle replacement schedule.
Water & Sewer	Assess water system and evaluate need for new water source.	An engineer is needed to adequately assess the town's water system and future needs.
Water & Sewer	Replace water lines which are less than 6" in diameter; connect deadend water lines; and expand water and sanitary sewer lines to priority areas. (See Illustrations.)	The projects will provide an adequate water supply, provide better water circulation, and improve fire protection.

<u>Department</u>	<u>Project</u>	<u>Justification</u>
Water & Sewer	Add fire hydrants	The hydrants will be needed to improve fire protection in areas of the town. (See Illustration IV.)
Water & Sewer	Rehabilitate sewage disposal system	The town's sewer system is subject to infiltration and inflow. Efforts should be undertaken to overcome these problems.
Water & Sewer	Upgrade wastewater treatment facilities to provide for land disposal of effluent	This project was identified as a major need in the town's 201 facility plan.
Water & Sewer	Extend sanitary sewer system to serve areas with sewage disposal problems (i.e., Goldsboro Street south of Ballance Road)	The area is affected by sewage disposal problems which should be corrected. This should be a top priority for the town.
Water & Sewer	Replace 1968 Chevrolet pickup truck	The department's pickup truck is in poor condition and should be replaced.
Electric	Replace 1963 line truck	The line truck is in poor condition and should be replaced.
Street	Replace street signs and markers	The project will improve traffic safety and circulation within the town.
Street	Street paving	The project will improve traffic safety and circulation.
Street	Curb and gutter installation and replacement	The project will help to improve stormwater runoff.
Street	Undertake drainage ditch improvement program	The project will improve stormwater management.
Street	Replace motor grader	This vehicle will need to be replaced during the period.
Cemetery	Replace Cub Loadboy tractor and 1967 Ford truck	These vehicles will need to be replaced during the period.

<u>Department</u>	<u>Project</u>	<u>Justification</u>
Library	Expand library	The library is in need of additional space for books and programs.
Recreation	Employ recreation director	If the town is to continue its recreation program, it will need a recreation director.
Recreation	Begin acquisition of recreation sites	Recreation sites are needed in the southern and north-eastern sections of town. Savings can be realized by early acquisition of sites in line with an overall recreation plan adopted by the town's recreation advisory commission.
Recreation	Add backboard at tennis courts	This item has been identified as a major need at the town's tennis courts and will bring about fuller utilization of the courts.

<u>Department</u>	<u>Project</u>	<u>Justification</u>
Fire	Replace 3/4 ton brush truck	Would upgrade the fire department's reserve apparatus.
Fire	Replace 1970 Ford tanker; 1970 Chevrolet pumper; and 1972 Ford pumper	Fire vehicles are generally considered to have a useful life of twenty years.
Fire	Add two bays to fire station	Additional bays will be needed to house equipment.
Fire	Replace monitors	The department's monitors will need to be replaced during the period.
Rescue	Vehicle replacements	The squad's vehicles will need to be replaced in line with its vehicle replacement policy.
Electric	Replace 1974 Dodge truck and 1974 pickup truck	These vehicles are currently in good condition but will need to be replaced during the period.
Electric	Overhaul electric distribution system	Major overhauls of an electric distribution system are usually needed every twenty years. (NOTE: It is anticipated that this project will be undertaken during the 1998-2000 period. However, due to the magnitude of the project, it has been included in the current public improvements program.)
Street	Replace tractor and street sweeper	These vehicles will need to be replaced during the planning period.
Refuse Collection	Replace garbage truck and trash truck	These vehicles will need to be replaced during the planning period.
Recreation	Construct public swimming pool and outdoor basketball courts	These facilities will be important assets to the town's recreation program and have been identified as the major facility needs of the recreation department during the planning period.

<u>Department</u>	<u>Project</u>	<u>Justification</u>
Police	Replacement of vehicles	The replacements will be in line with the department's vehicle replacement policy.
Police	Replacement of walkie-talkies	The walkie-talkies will need to be replaced during the period.
Water & Sewer	Continuation of water and sewer improvements	Those elements of the water and sewer improvements program which were not completed by 1983-84 should be completed during this period.
Water & Sewer	Vehicle replacement	Additional vehicle replacements will be needed during this period.
Street	Continuation of curb and gutter installation and replacement program	Those portions of the curb and gutter installation and improvement program not completed by 1983-84 should be completed.
Street	Continue street paving program	Those portions of the street paving program not completed by 1983-84 should be completed.

ENVIRONMENTAL ASSESSMENT:
MUNICIPAL FACILITIES PLAN AND PUBLIC IMPROVEMENTS PROGRAM
FREMONT, NORTH CAROLINA

Pursuant to the requirements of, and guidelines established by, the National Environmental Policy Act, the Council on Environmental Quality, the U.S. Department of Housing and Urban Development, and the North Carolina Environmental Policy Act, the following is a summary of environmental considerations regarding these documents.

Abstract

The document contains the municipal facilities plan and public improvements program. The document analyzes the town's existing municipal facilities and details the town's municipal facility needs to the year 1994.

Environmental Impact

No adverse effects upon the environment are anticipated if any of the proposed projects are implemented. However, the environmental impact of individual projects cannot be realistically assessed until actual project planning and design occurs.

Adverse Environmental Effects

Some localized, short-term effects may result primarily from minor construction improvements.

Alternatives to Proposed Plans

The proposed projects and plans are flexible; however, no alternatives are scheduled at this time. Naturally, alternative selections or variations would be made if the principal plan is abandoned.

Relationship of Short-term to Long-term Effects on the Environment

The project plans include both immediate and future area needs, including large and small projects; thus, some of the proposed projects, if implemented, will have a very short-term effect on the environment while others, being larger in scope, will affect the environment over a longer time period.

Mitigation Measures Proposed to Minimize Impact

Specific measures cannot be determined until the project planning and design phase is reached for each individual project recommended in this study.

Irreversible Commitments of Resources

Specific irreversible commitments cannot be determined until this document is endorsed and implementation begins.

Federal, State and Local Environmental Controls

All existing Federal, state, and local environmental controls are applicable.

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